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Continued from Page 15

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PUBLIC NOTICE

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A NEW PACKAGE of proposals expected to be unveiled shortly by the EEC as a basis for a Common Fisheries Policy has already been declared "unacceptable" by David Aitchison, chief executive of the Scottish Fishermen's Federation.

LEADING industry representatives have been called to a meeting in London on October 19 with the Minister of Agriculture, Fisheries and Food, John Silkin. This is for consultations prior to talks on a review of the Luxembourg talks.

Concerned about the outcome of the Luxembourg talks, the British Federation, Scottish Fishermen's Federation and the National Federation of Fishermen's Organisations have sent a telegram to the Prime Minister requesting an urgent meeting.

A seven-man delegation went to Luxembourg this week led by Mr. Aitchison and SFPO vice-president Gilbert Buchan. They went to press British claims for confirmation of a 60-mile limit, but were shocked to hear from top officials of the European Parliament what they anticipated the EEC has in store for them.

With historic rights being phased out over a period.

2) Variable boundaries off UK (with dominant preference).

3) Strict licensing system for all community vessels, with privileged access for vessels based in northern Britain (from Whitby north).

Licenses would be regionally based and would take into consideration — (a) size of vessel, (b) method of fishing, (c) engine size.

According to Mark Hughes MP, chairman of the Fisheries Sub-Committee of the European Parliament, these are:

1) 12-miles exclusive limit

These proposals would mean a cut-back in the number of vessels and a severe restriction would be placed on all fishing activities.

Accepting that the fleet would need to be restricted, a fund of around £65m would be granted to the industry within the defined area of northern Britain to assist them in the period of change.

As far as Norway is concerned, Mr. Hughes indicated that the framework of one agreement had all but been signed and would have two main features. In the area south of 62 deg. there would be 150 licences granted to the Government.

Continued on page two

October 14, 1977

No. 3349

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BLACKSTONE
DIESELS

Mackerel for meal

THE FIRST big mackerel landing of the southwest season has been made at Plymouth. But a question mark already hangs over the Government's new regulations to curb industrial fishing.

The Aberdeen-registered purse seiner Quo Vadis put ashore 800 tons in her first week of work, of which over 100 tons went for meal.

Quo Vadis has operated according to the terms of the Mackerel Protection Order in that the fish she has landed has, as far as humanly possible, been fit for human consumption.

A MAFF spokesman said on Monday: "We never claimed to be able to stop fishing for industrial purposes."

Most of the purser's catch was exported to France for a price reported to be in the region of £10,000.

When a skipper finds he has a surplus to human requirements, he is faced with the choice of putting to sea again and dumping his catch — or selling it for meal.

Those associated with Quo Vadis point out that a very conscious effort was made to adhere to the Government's requirements. Other visitors are expected to do the same, but the big question is just how the amount going for meal is to be resolved.

There was widespread feeling among the smaller fishermen that the terms of the Mackerel Protection Order meant that no fish was to be landed for meal.

After talking with Mr. Hughes, the delegation requested and was granted meetings with the UK Government ministers involved, John Silkin and Hugh Brown. Neither minister

but it does not seem that the Government has any

Boulogne.

NAVENA...all the way with DECCA

Navena, the latest trawler to join the fleet of J. Marr & Son Ltd, also joins an international fleet of over 16,000 other fishing vessels which rely on Decca Electronics for maximum profit and safety.

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The Decca Navigator Company Limited
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Haddock cut-back

THE Scottish Fishermen's Organisation has taken further voluntary steps in a bid to ensure continuous fishing going until the end of the year, said an SFO spokesman.

Government measures to enforce the standstill are still in question, although the White Fish Authority fisheries economics confirmed EEC quotas.

The haddock catch has already reached 86% of last year's total, while the standstill is restricted to 26 seven-stone boxes of haddock or whiting.

It is hoped that the standstill will be effective from April 1, 1978.

The SFO is aiming to avoid

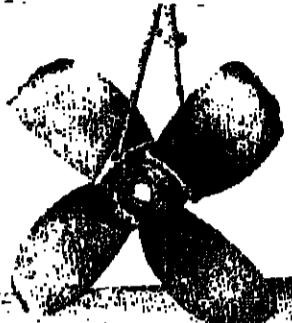
the standstill in the beneficial effect of the 1977/78 year.

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THREE BOATS ORDERED**Scots come south for stern trawlers**

A Lowestoft yard has won the order to build two steel multi-purpose stern trawlers to operate from Aberdeen through Brucewood (Aberdeen) Ltd.

The operating company is associated with the Spinningdale Group, whose future fishing plans were featured in *Fishing News*, September 2.

Two successful north-east skippers — Peter Simpson of Buckie and Bill Wilson of Portknockie — will part own and operate the stern trawlers.

Richards Shipbuilders clinched the order for the two 88 ft. craft which will have similar hull lines to four boats on order at the yard for the Boston Group. The first boat in this new series is due to be launched almost complete on October 27.

The Spinningdale vessels are claimed to be of an advanced design new to the Scottish fleet. They will have a moulded breadth of over 25 ft. depth almost 13 ft. Main power units will be 900 hp.

Raymond Smith, manag-

Mirrlees-Blackstone diesels driving through C.P. props. Gardner diesels will supply auxiliary power.

The deck machinery will be of the Norwinch low pressure hydraulic type with split winches controlled from the wheelhouse. Other deck equipment varies slightly on each ship to suit the skippers' requirements.

The main engine is located forward, with the fishroom and the net stores aft. The accommodation, messroom and bridge are all situated forward above the main deck. A full range of electronic fish-finding and communications equipment will include sonar.

Most of the final detail design work has been co-ordinated with the skippers, their partners and the builders by the technical director of Brucewood Ltd., George Robb and his staff.

Raymond Smith, manag-

ing director of the Spinningdale Group, said that this new design of vessel had been under consideration for almost a year by his board, advised by his father James S. Smith, formerly managing director of John Lewis & Sons. This yard was largely responsible for the 88 ft. Aberdeen pocket trawler.

The total loss of two vessels in April of this year pushed forward the design development and investment plans, despite the future uncertainty of the fishing industry.

"The new vessels represent a colossal financial investment by individuals in their own future," said Mr. Smith, "especially in view of the present lack of agreement on a Common Fisheries Policy and, in particular, the apparent change in emphasis by our own government away from extended exclusive limits to quotas."

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ing director of the Spinningdale Group, said that this new design of vessel had been under consideration for almost a year by his board, advised by his father James S. Smith, formerly managing director of John Lewis & Sons. This yard was largely responsible for the 88 ft. Aberdeen pocket trawler.

However, a major effort would be required by the working partners, their crews and all related shore personnel to enable these high-vestment vessels to operate profitably.

Both vessels will be constructed to full Lloyd's Classification and the Department of Trade and Industry's Safety Rules.

Skipper Peter Simpson's boat is expected to be ready within six months.

At present Richards is offering a range of steel stern trawlers from 23 to 39 m. b.p. A 23 m. b.p. 'Faroe Fatale' has her trawl deck under the wheelhouse.

AN UNDER-SIZE net case tried at Pembroke, near Milford Haven, last week was considered so important that the French Government sent a lawyer to hear the proceedings.

The lawyer, Ghelber Xavier, saw Skipper Emile Marechal of the trawler Cap Canavall and ordered to pay costs after he had pleaded not guilty.

At the local magistrates court it was stated that on October 2 the French trawler Cap Canavall, commanded by Skipper Marechal, was boarded by David Dunkley, a fishery officer on board the fishery protection vessel HMS Tamar. They were 36 miles south-west of the Smalls Rock, off the Pembrokeshire coast.

Mr. Dunkley, accompanied by two of Tamar's crew, asked the skipper to haul in his starboard trawl. He discovered it contained 100 kilos of mixed white fish and 25 kilos of prawns. He measured 20 consecutive meshes of the net and found they had an average size of 46 millimetres. The average size of the port trawl's meshes was 42 millimetres.

Mr. Dunkley, representing the Ministry of Agriculture, Fisheries and Food, said that under a British law which came into force on April 1 this year, no native or foreign vessels were allowed to operate within the British territorial waters of 200 miles using nets of a mesh less than 76 millimetres. Skipper Marechal was fined £150 for using under-sized nets and ordered to pay £50 costs. A prosecution request for the trawler's gear to be confiscated was refused by the magistrates.

Skipper Marechal said his vessel arrived on the Smalls ground on September 23 and his intention was to catch prawns. He did not know of the British law.

Jack Newman, for the defence, said that Skipper Marechal had been caught up in an unseemly international wrangle between Britain and France over the new regulations.

He added: "The United Kingdom is out of step with France and other EEC countries. Under French law my client was doing nothing illegal. This matter may have been hammered out in the European Court of Justice, but very strongly on the difference in regulations."

The large Boston stern trawler Boston Beaverley, plus the Wyre Trawlers pair of *Bethesda* and *Loren*, collapsed two years later in the depression that killed

**RECORD £5.5M
MANX SEASON**

THE MANX herring season has been worth an estimated £5.5 million so far this year — a record. Prices have been pushed up because of an overall catch quota and the close season, now approaching the end of its second week. Merchants paid over £60 a unit.

Since the start of the year 10,800 metric tonnes of herring has been taken out of the north Irish Sea grounds.

The conservation quota this year is 11,900 tonnes (13,200 for the entire north Irish Sea), leaving about £1 million worth of fish to be taken from when the season re-opens in mid-November until the end of the year.

Of the herring caught in the Manx fishery, 73 per cent was landed at island ports, mostly Peel and Douglas. The first hand value is expected to be at least £4m. on the island.

Prices per unit of about 500 fish have fluctuated between £40 and all-time records of well over £60 — three times last year's figures. An average price per unit has been calculated at around £60.

Despite the controversial early part of the season when the licensing system was introduced (permitting only 100 Manx and UK vessels on the grounds) those directly concerned in the industry agree that the conservation quotas and licensing arrangements work. The controls are expected to be studied by authorities in charge of other fisheries in the British Isles.

The secretary of the Isle of Man Government's Board of Agriculture and Fisheries, Lawrence Corlett, said the licensing is an experiment which has worked.

It had, he said, given far greater control and had brought about eventual good management of the fishery, considerably better than in recent years.

Isle of Man Fishermen's Association secretary, Mike Richards, has paid tribute to the Fisheries Board for its hard work.

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**WHISTLE
STOP
EXPORT
MISSION**

FISH MERCHANTS who went on the White Fish Authority's recent export mission to Spain outside one of the overnight stops — the historic Hostal de los Reyes Catolicos at Santiago de Compostela.

The six-day whistle-stop tour, which took in Madrid, Vigo, Santiago, Bilbao and Barcelona, was an outstanding success. Meetings were set up with Spanish fish importers and a steady flow of business was expected to follow.

Mission leader was WFA trade officer, D. A. Woodcock (centre, arms folded), and participants came from Devon to Shetland.

**BOAT FIRM
BUYS ROOM
TO EXPAND**

CYGNUS MARINE, the GRP fishing boat builders, are to move from Falmouth to a 20,000 sq. ft. factory at nearby Penryn.

Chris 'Fub' Brook, joint managing director, said that although there would be no immediate increase in the workforce, it was hoped to create between 20 and 30 jobs within two years. It was hoped to start production at the new factory by the end of November.

The firm now employs 50 people.

The Penryn factory was purpose-built for John Sears Ltd. in 1973 and employed 44 people. Before the company collapsed two years later in the depression that killed

Salmon Fisheries of Scotland

**Association of Scottish District Salmon Fisheries
Price £2.90 post 20p**

Three going south-west

FLEETWOOD'S stake in the south-west mackerel fishery is to be considerably less than at first thought.

The port will now be represented by only three vessels:

The large Boston stern trawler Boston Beaverley, plus the Wyre Trawlers pair of Bethesda and Loren.

Full details of this and other books free from

Fishing News Books Ltd.

Long Garden Walk (PO Box 100), Compton Surrey.

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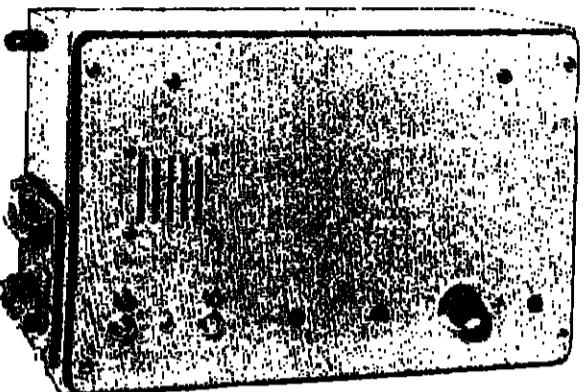
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How to stop a foul-up

"A FELLOW LEFT his moorings here last week and within five minutes had a polythene waterski tow rope so tightly wound round his boat's propeller and shaft that it had to be beached and he lost a day's fishing.

"Another, shortly after leaving the dock, got a plastic sheet round his prop. He had to be towed back and hoisted out by crane to have it freed. A third got a plastic mackintosh so entwined round his shaft that parts of it melted with the friction and then solidified in the stern tube.

"The shaft became immovable and his boat had to be slipped so that the hard plastic could be chiselled away.

"What steps can we take to ensure this doesn't happen to us?"

"You could fit a propeller cage similar to those fitted in Norwegian purse-seine skiffs.

"Paul J. Gray and Associates, whose head office is at 14, Arden Drive, Torquay and whose works are at 8 Station Road, Ashburton, Devon, have made a number of cages to fit round propellers of small craft.

"They will supply details and quote for making similar units for any boat owner sending them propeller dimensions and a sketch of his boat's stern profile.

"In some boats, a propeller well can be fitted which would probably enable you to free the prop without having to beach or slip your boat. However, it does not automatically prevent ropes, nets, polythene sheets, etc. from fouling your propeller.

"A well can be built into a boat under construction. Alternatively you could have the boat fitted with extended bilge keels which form large skegs on either side of the propeller and protect it in a similar manner to tunnels in RNLI lifeboats.

"To fit a nozzle round the propeller solely for protection would be expensive, but should you want to fit one to gain other advantages, it might be worthwhile.

Fixed nets for 'flats'

"WE HAVE MADE some good flatfish catches recently — mostly fluke and plaice too — with a trammel net.

"However, tides run very

strongly here and we care not leave the trammel down for more than an hour or two at slack water.

"We have therefore considered using a fixed net of some kind.

"Please send information on such nets and how we should work them."

"There are three types of fixed net traditionally used in Morecambe Bay and the Ribble Estuary, which could serve you well if you go to the trouble of staking them out.

"They are the baulk net, Morecambe bag net and Stream net.

"A baulk net consists of 60 yards of 3in. mesh netting set in by the third to fish 20yd. and is 14 meshes deep.

"A 'set' of baulk nets consists of 15 nets staked out in the shape of a crescent. Headlines of nets are attached to stakes, throughout the whole length of the set, about 18 in. above ground.

"Footropes are only attached to the outer ten stakes at each end and to every sixth or seventh stake in between.

"At the side of stakes where no footrope is attached are placed baulk or riding stakes. These are withheld about 4 ft. long, 2 in. diameter at one end and 1 in. diameter at the other. Thick ends are attached to footropes and thin ends to headlines, fastenings being 20 in. apart.

"When a flood tide starts to flow through a set strongly, it lifts lower ends of baulks, and footropes — where not attached to stakes — are lifted clear of the ground so that fish can pass under them. When the tide turns, butt ends of baulks are forced on to the ground so that the set becomes a barrier.

"Usual practice is to set baulk net where water may be shallow enough for headlines to remain near the surface. Otherwise fish may leap over them on the ebb.

"The Morecambe bag net consists of about 100 yards of netting stretched along baulks in one direction, 80 ft. of netting staked out at a right angle to one end of it and, in the corner so made, a cunningly shaped trap of staked netting leading into a bag which holds fish.

"The 'Morecambe bag net' is the same as that in a baulk net but its setting and method of action is different. Sets are short — only 40-80 yd. — and straight, usually being positioned at the sides of runs in the sand and at right angles to their course. The headline is attached to stakes in the same way as that of a baulk

"COULD YOU tell me whether slipper limpets are used for longline bell sets and whether there is a market for them anywhere?"

"There are large quantities of them here which I could gather and bag without difficulty."

"Although slipper limpets are sometimes used by bell line liners and sea anglers, I doubt whether they are used by professionals used by professional longliners anywhere."

"If you were to get some free from me, I think you could sell them for a hundred guineas each, plus my expenses."

"I am a professional angler and have been fishing for 20 years."

ANY QUESTIONS?

"IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply."



October 14, 1977

October 14, 1977

'Rosevear' close to record

MILFORD Haven's grossing record came near to being broken last week when *Rosevear*, commanded by Skipper Jim Mansan, returned from the Irish Sea grounds with a top-quality catch. It included something to suit all buyers.

Rosevear landed 164 kts, including 10 of cod, 20 of whiting, 50 of roker, 10 of hake, 10 of squid, five of turbot and brill, 10 of plaice and 20 of soles, which sold for £8,089.

It was also a good week for the vessel's sister-ship *Bryher* (Skipper A. James) which made £6,312 from 164 kts.

On the same day *Brenda Wilson* (Skipper Rees Evans) made £6,322 from 167 kts and the pocket trawler *Westerdale* (Skipper Bruno Linke) earned £1,114 from 21 kts after eight days at sea.

Between them the vessels landed a total of 25 of cod, 35 of whiting, 120 of roker, 10 of turbot and brill, 30 of plaice and 15 of soles. Demand was high for all varieties.

Rosevear, commanded by Skipper Jim Mansan, landed 164 kts.

FISHING NEWS

Salmon poachers fined £100 each

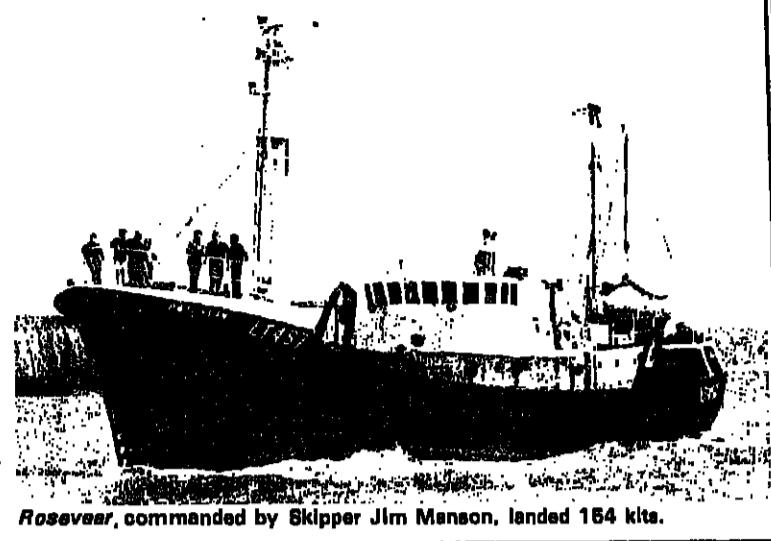
THREE fishermen who were caught salmon poaching in the North Sea, off Widdington on the Northumberland coast, have been fined the maximum penalty of £100 each by magistrates at Morpeth Court.

William Handyside of Amble, Colin Warwick of Alnmouth and Richard Shaw of Lesbury, near Alnwick, admitted the joint charge. They were spotted by bailiffs on the Northumbria Water authority patrol vessel *Three Rivers*.

CRAB LIMIT
NEW regulations aimed at conserving the stocks of crab, around the Isle of Man, have been issued by the local Board of Agriculture and Fisheries.

If approved by the island's Parliament, Tynwald, the regulations will effectively ban the sale of crabs which are less than 116 mm (about four and a half inches) across the back or carrying spawn.

Also banned is any edible crab which "has recently cast its shell unless intended for bait". Fines for contravention can be up to £500.

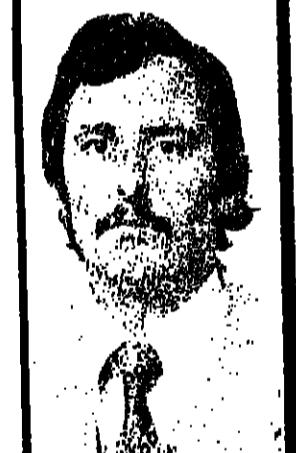


EFFORTS TO SOLVE ICELANDIC DILEMMA

Meeting may end fish ban

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People



JOE ADAMS has joined the staff of Imeo Marine Systems, distributors of Ades electronic equipment in Ireland, as technical sales manager.

He worked as an electronics officer with Marconi Marine for six years where he attained an Advanced Diploma in Marine Electronics and had extensive practical experience in servicing true motion computerised radar systems.

Whilst working in sales for Imeo he will also be involved in active service work.

WORKS manager Trevor Perkins has been appointed to the board of Campbelltown Shipyard Ltd.

During the past six years he has been responsible for the production of many of the most successful boats in the Scottish and Irish fishing fleets and, most recently, for a new type of stern trawler which is being exported to the Faroes. He joined the company as construction superintendent manager four years ago.

The fish was sold to local merchant, Ross Whittaker, for £175 after which it was cut up for his customers.

It was not, however, the largest halibut ever landed at the port. Records show that specimens of more than 30 stone have been landed.

There have also, of course,

been many large sturgeons

which have been caught by local trawlers but none are believed to have made as much as last week's halibut.



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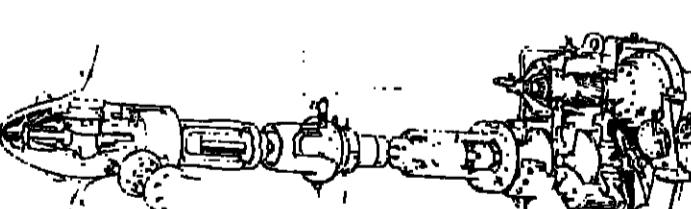
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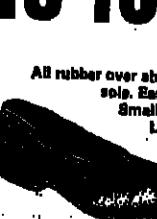
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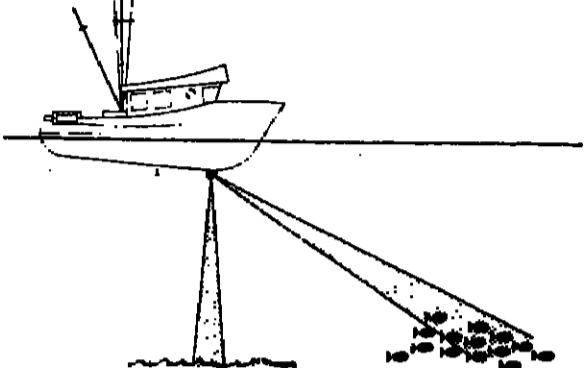


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MACKEREL TAKEOFF IN LONDON

— at the
freezer
festival

A MACKEREL boom hit London last week. Following the cut-back in herring fishing, exhibitors at the Frozen Foods and Freezer Festival suddenly found they had a 'hot property' on their hands.

"Mackerel? It went off like a rocket," said Peter Lackington, Young's Seafoods marketing manager. Young's smoked mackerel products have been on the home market since January 1976.

The Dutch have also taken to mackerel in a big way. Mr. Lackington added he had never known a new product to be received so well on its first outing.

Popular brands in Holland include hot smoked and un-smoked, split and kippered mackerel fillets and whole mackerel.

TROUT is also being promoted by Young's. They expect it will become a household fish within range of people's pockets. "At a recent consumers' meeting, housewives were 100 per cent certain that they wanted to eat trout but did not know how to handle it in the kitchen," said Mr. Lackington.

Most of the exhibitors were agreed that it comes down to re-educating British consumers into accepting different sorts of fish.

Sharing this view was another exhibitor, Mr. W. Salter of Brekkles Foods in Hull. He was convinced of the future success of the company's hot smoked and kippered mackerel products.

Brekkes have also been working on hake fillets which, said Mr. Salter, are "12p cheaper than cod".

Mr. Salter said his firm would not consider marketing blue whiting until processing techniques brought costs down. With present methods blue whiting would cost the same as cod.

"I don't see why the government should give grants to keep the fishing fleets at sea when the answer to the fishing industry's problems is to spend money on re-educating people's taste."

Boil-in-the-bag hot smoked mackerel fillets from D. A. Macrae Ltd. have also "really taken off" according to Macrae's north region sales manager, Alan Ashworth.

"Suppliers want some fish in their cabinet that has continuity of supply."

Mr. Ashworth said that Macrae's are importing herring from Canada but, foreign competition for herring is raising prices so much that British processors would have to fall back on mackerel.

According to the organisers of the Festival, Eagle Exhibition Consultants, it had been a "big buyers show." Over 40 per cent of exhibitors have rebooked for next year.



Birds Eye Foods — 'The freezer pleasers' — displayed a wide range of fish products go down well on the Young's stand.

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to worry about diesels on a
research vessel?**

Beach boat in GRP

BEACH boat at the Norfolk port of Cromer are demonstrating the performance of the prototype for Paternoster which was delivered last month.

The 22-foot is a heavy-duty GRP boat.

guarantees a satisfactory hull shape. Half-a-dozen local fishermen were asked to name their favourite boat and, eventually, Jaka Harrison's Charles Perkins was chosen. She is a traditional Norfolk crabber.

The new hull has an overall length of 22ft, a beam of 8ft. 8in. and a draft of 1ft. 10in. A maximum 15in. diameter propeller can be swung.

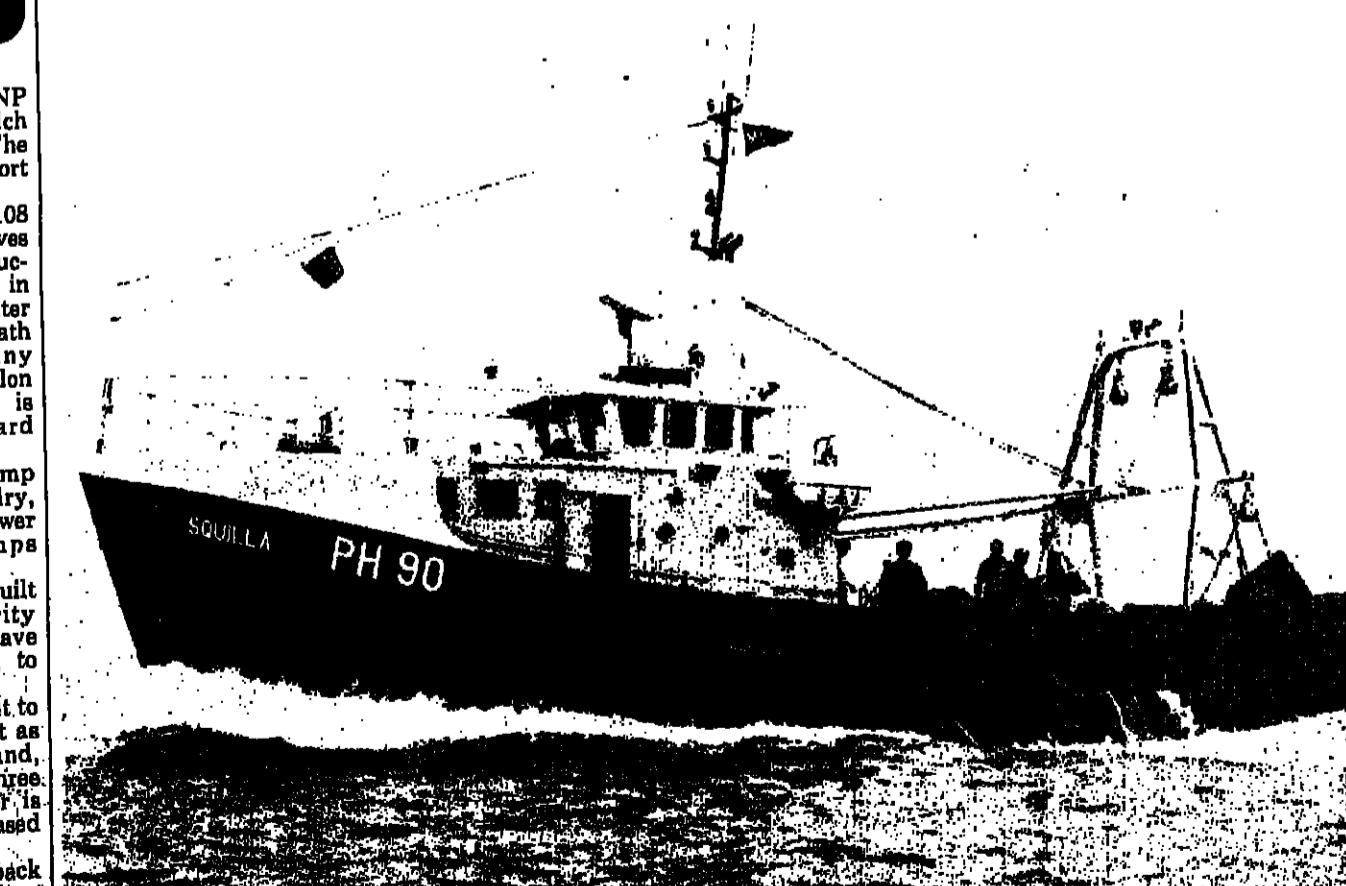
An electric bilge pump keeps the enginebox dry, while there are also power and hand bilge pumps aboard.

Paternoster has been built to White Fish Authority specifications which have generally been exceeded, to make her extra strong.

The boat has turned out to be about the same weight as similar wooden craft and, after operating her for three weeks, her skipper-owner is reported to be very pleased with her handling.

Paternoster has gone back to her builders for minor modifications and a propeller swap.

Prices for further boats in the series have not yet been fixed, as Paternoster was custom-built for her skipper. The builders will also be waiting to see how well she operates before deciding possible design changes.



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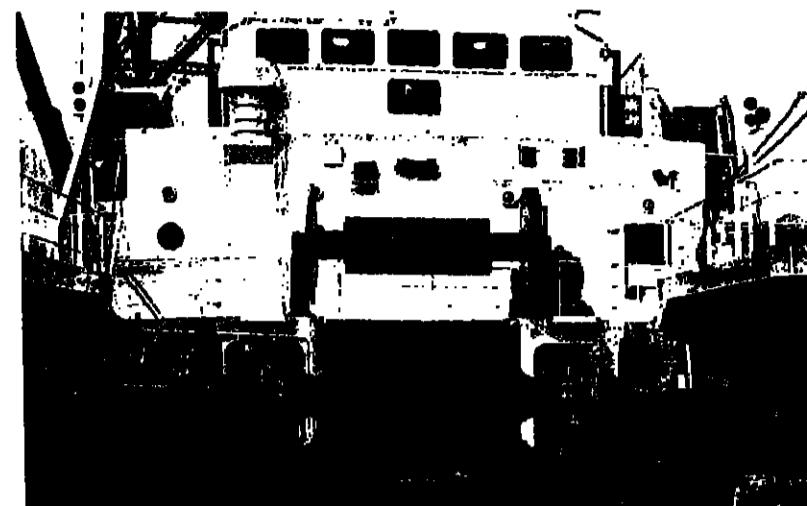
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